easytow
BOAT TRAILERS
Since 1965
Custom built to suit your boat
owner's
manual
ski & wakeboat trailers
visit: www.easytow.com.au

Your Easytow Boat Trailer

Congratulations on purchasing an Easytow Boat Trailer. Your trailer is well known for its high quality design, manufacture and component parts. And with a little care it will provide you with years of trouble free towing.

This manual describes the operation and components of your trailer. Before using your trailer please familiarise yourself with the contents, suggestions and cautions in the manual and in particular the checklist for care and maintenance. This will help you to obtain the maximum pleasure from your boating experience and avoid endangering yourself and others.

A little care and attention at the right time will make sure your Easytow Boat Trailer remains in top condition.

Your Easytow Boat Trailer has been custom designed and manufactured. Its configuration and equipment are specific to your boat / vessel. You cannot, therefore, base any claims on the data, illustrations or descriptions shown in this Owner's manual.

The Owner's Manual is part of the trailer. You should keep it and pass it on to the new owner if you sell the trailer.

Please consult an Easytow Boat Trailer dealer or contact our headoffice directly if you have any questions.

Your Easytow Boat Trailer

Our contact details:

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Heathcote
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We wish you happy boating and trouble free towing – from Easytow Boat Trailers.

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Operating Safely

Before Each Journey

When you take delivery of your trailer and prior to each journey, you should conduct a ‘Before Each Journey’ safety inspection. The inspection items are shown in the ‘Before Each Journey Safety Checklist’. Never tow your trailer before satisfying yourself that each item has been properly checked.

When purchasing your trailer ask your dealer or the previous owner to show you how to perform these safety checks. These simple inspections will help you avoid towing problems and possible injury to yourself and others.

Operating Safely

Before Each Journey Safety Checklist

1. Coupling and tow ball are same size √
   The cup on the coupling should fit completely over the tow ball. And when fitted should not have more than 5mm play or movement between the cup and the ball.

2. Coupling and safety chains are safely secured to tow bar √
   Safety chains attached to the trailer should be connected to the tow bar with a 'D' shackle. *Do not attach the safety chains to the towing vehicle with a padlock*.

3. Wheel nuts are properly tightened √
   Trailer wheel nuts have a tendency to loosen more readily than those on a car which has shock absorbers.

4. Boat is securely tied to trailer √
   Check that all straps are securely fastened. *The winch strap is purely for launching and retrieving your boat. It is not a tie down.*

5. Load is within maximum carrying capacity √
   Check vin plate

6. Tyres are properly inflated. √

Operating Safely

Before Each Journey Safety Checklist (conti)

7. All lights are working √
   Check both right and left indicator lights, tail lights and brake lights.

8. Brakes are properly adjusted and working. (if fitted) √

Operating Safely

Regular Maintenance

Your Easytow Boat Trailer has been designed and manufactured to give you trouble free towing. The component parts are high quality and conform or exceed Australian Standards requirements. To keep the trailer in top working order, simple, regular maintenance should be performed.

The maintenance to be performed on each component is described in the 'Components' section of this manual. Some maintenance should be performed semi annually and some annually. It also notes which maintenance functions should be performed by qualified technicians and which functions you may consider performing yourself.

The service logs provide a maintenance checklist and can be used to record a history of the maintenance performed. The checklist provides a prompt of what items are to be maintained, when they are to be maintained and what maintenance is to be performed.

Operating Safely

After Launching and Retrieving Checklist

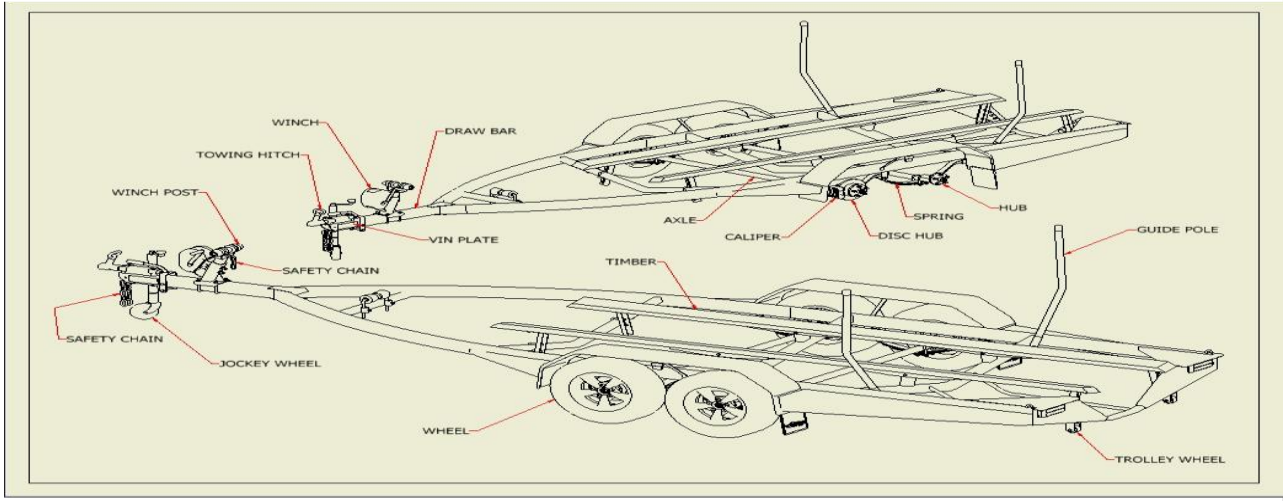
1. Chassis is washed √
   Wash boat and trailer at the ramp after salt water immersion.
   Ensure the water drain holes are free of blockages.

2. Carpet (where fitted) is hosed √
   Remove sand and dust from fibres.

3. Brakes (if fitted) are flushed and dried √

Components

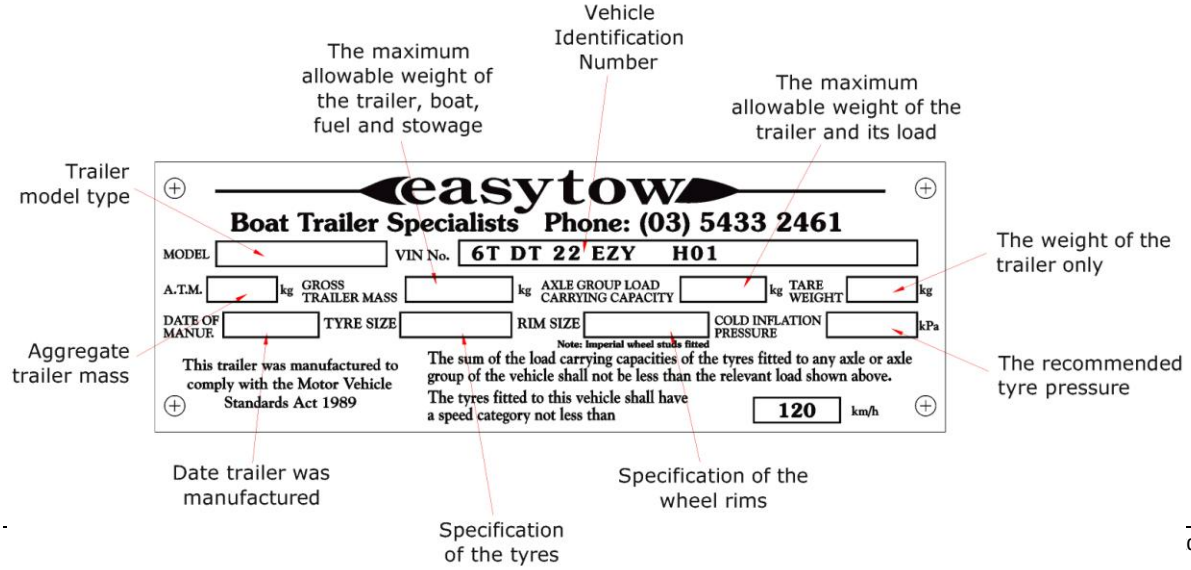
Figure 1 – Trailer Components



Components

Vin Plate

The VIN plate contains the trailer's vehicle identification number. It also carries information about the trailer including gross weight and wheel specifications. The VIN plate is rivetted to the drawbar at the front of the trailer


Vehicle Identification Number
The maximum allowable weight of the trailer, boat, fuel and stowage
The maximum allowable weight of the trailer and its load
Trailer model type
easytow
Boat Trailer Specialists Phone: (03) 5433 2461
MODEL
VIN No. 6T DT 22 EZY H01
A.T.M. kg GROSS TRAILER MASS kg AXLE GROUP LOAD CARRYING CAPACITY kg TARE WEIGHT kg
DATE OF MANUF. TYRE SIZE RIM SIZE COLD INFLATION PRESSURE kPa
Note: Imperial wheel studs fitted
This trailer was manufactured to comply with the Motor Vehicle Standards Act 1989
The sum of the load carrying capacities of the tyres fitted to any axle or axle group of the vehicle shall not be less than the relevant load shown above.
The tyres fitted to this vehicle shall have a speed category not less than 120 km/h
The weight of the trailer only
Aggregate trailer mass
The recommended tyre pressure
Date trailer was manufactured
Specification of the tyres
Specification of the wheel rims

Components

Chassis

Frame

A distinctive feature of all Easytow Boat Trailers is the high quality and strength of the trailer frame. The side rails are distortion free and formed to fit the contours of your boat.

All the steel trailer frames are manufactured from high grade, custom rolled steel sourced from Australian mills and conforming to Australian standards. The extra thickness walls of the rolled boxed section ensures extra robustness and strength.

For ski boat trailers there are three finishes available – painted over bare metal; galvanised or painted over galvanising.

Components

Chassis

i) Painted over Bare Metal

Trailers painted with a 'painted over bare metal' finish have been prepared with an undercoat and four (4) top coats of automotive 'two (2) pack' paint directly applied to the steel. To provide strong bonding, the bare metal is sandblasted prior to applying the undercoat.

These trailers have been made for fresh water use only and should be stored with the front of the trailer highest so that any water can drain out the rear of the side rails.

Maintenance

As Required

Touch up any stone chipping immediately. Once moisture gets on to the bare steel corrosion will start.

Warning

The life of the trailer will will be substantially shortened and warranty will be voided if used in salt or brackish water. Washing the trailer after use will not help as the salt water will have already done the damage.

Components

Chassis

(ii) Galvanized

Galvanising is an industrial process that covers the trailer (and parts) with a protective zinc coating. The zinc provides a ‘sacrificial’ protection to the metal frame. Instead of the steel rusting, the zinc is ‘sacrificed’ to the corrosion process first through a cathodic reaction. This process takes many years and does not require that the zinc completely cover the steel to provide protection.

The zinc, itself, will react with the environment to form a white powder. (this reaction begins within a week of the trailer being manufactured) This is called calcium carbonate and it protects the zinc from the elements. It can be removed by a wire brush or washing with a dishwashing detergent but it is best left on.

As galvanising involves hanging and dipping the frame and parts in to molten zinc, the thickness of the zinc coating can vary slightly. Any large lumps and burrs are removed but the varying thickness is left. Otherwise the presentation of the finished trailer would appear worn.

Even though these trailers have been made for extra corrosion protection they should be stored with the front of the trailer highest so that any water can drain out the rear of the side rails.

Refer ‘The Galvanising Process’ in the appendix.

Components

Chassis

(ii) Galvanized

Maintenance

Every launch / retrieval

Wash boat and trailer at the ramp after salt water immersion to prolong the life of the trailer. Even salt residues dripping from the boat onto your trailer will cause a reaction with the zinc surface whilst drying.

Dry trailer before garaging in an enclosed space. One of the biggest causes of zinc deterioration is washing your trailer and garaging it whilst still wet.

Ensure the water drain holes underneath the cross members are not blocked so the water can drain freely.

Components

Chassis

(iii) Painted over Galvanising

Trailers finished with paint over galvanising combine the attraction of a painted finish with the protection of galvanising.

Galvanising is an industrial process that covers the trailer (and parts) with a protective zinc coating. The zinc provides a ‘sacrificial’ protection to the metal frame. Instead of the steel rusting, the zinc is ‘sacrificed’ to the corrosion process first through a cathodic reaction. This process takes many years and does not require that the zinc completely cover the steel to provide protection.

Refer ‘The Galvanising Process’ in the appendix.

Once galvanised, the trailer and parts are prepared and finished with an undercoat and four (4) top coats of automotive ‘two (2) pack’ paint. These are applied directly to the galvanised steel.

Even though these trailers have been made for extra corrosion protection they should be stored with the front of the trailer highest so that any water can drain out the rear of the side rails.

Components

Chassis

(iii) Painted over Galvanising

Maintenance

Every launch / retrieval

Wash boat and trailer at the ramp after salt water immersion to prolong the life of the trailer.

Ensure the water drain holes underneath the cross members are not blocked so the water can drain freely.

Components

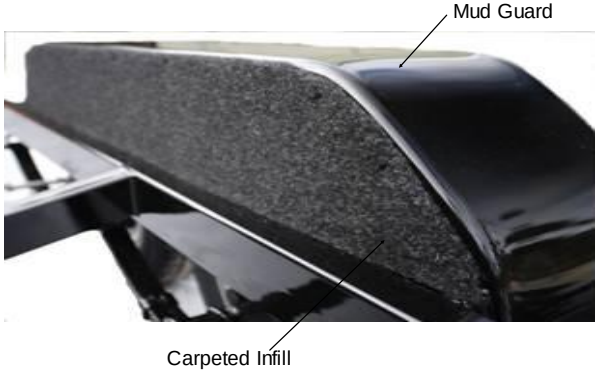
Chassis

Carpet

On some trailers marine carpet is used to cover trailer infills and boat skids. The marine carpet should last for many years.

Figure 3a – Carpet on Timber Skids

Figure 3b – Carpet Covered Infill



Components

Chassis

Carpet

Maintenance

Every four / five (4/5) launches

Hose down the carpet to remove sand and dust from the fibres.

Warning

Do not winch your boat over carpet as dust and sand particles can scratch the hull.

Components

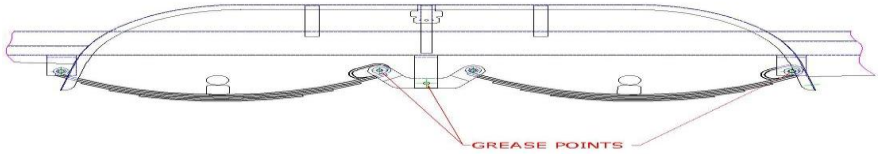
Axle Assembly

Axles

Easytow uses a combination of either solid Duraflex axles or Duraflex / RHS axles in order to minimise the tare weight for your trailer. All Easytow axles are rated to comply with the gross trailer mass rating of your trailer

Springs

Figure 4a – Rocker Roller Springs



Components

Axle Assembly

Springs

The springs can be either slipper leaf and/or rocker roller springs.

Rocker roller springs are bolted to the trailer frame at both ends. The more complex ‘double jointed’ design allows the springs to flex under load without sliding. They are used on larger trailers.

Rocker roller springs have three (3) greaser points each side.

For slipper leaf springs, one end is bolted to the trailer frame while the other end is unattached but sits in a spring pocket welded on the frame. This enables the springs to slide back and forth while carrying the weight of the boat

Maintenance

Every six (6) months

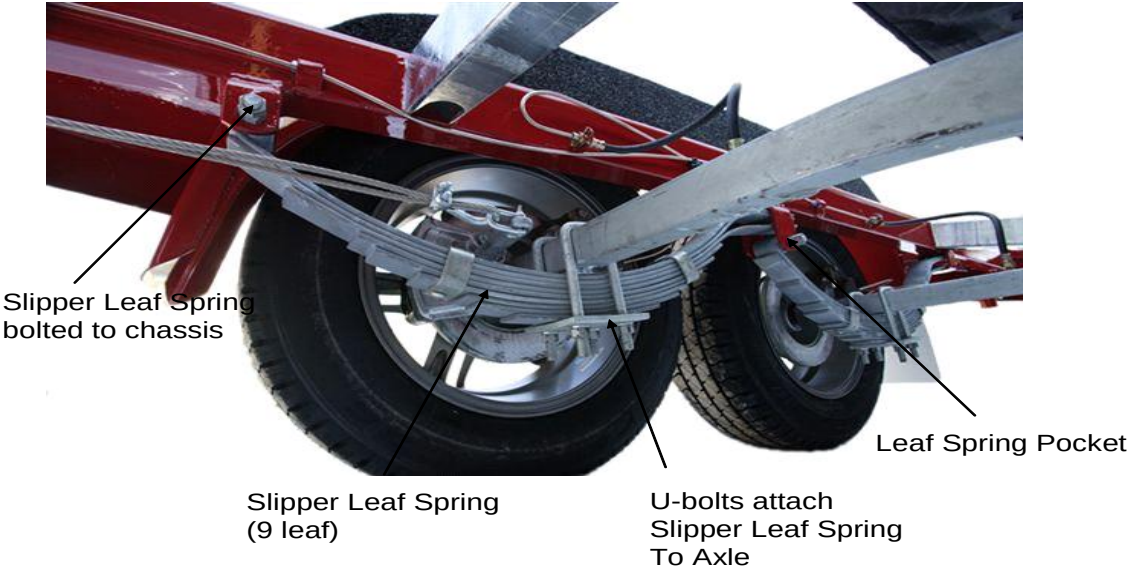
Tighten the u-bolts which connect the axles to the springs. If you have been towing off-road or over unsealed roads, the tightness of the u-bolts should be checked more regularly. Replace worn shackle bolts on springs and any broken or rusted spring leaves. Grease rocker roller spring grease points.

Components

Axle Assembly

Springs

Figure 4b – Slipper Leaf Spring



Components

Brakes

The load / weight rating of the trailer determines if brakes are fitted or not and, if fitted, the type of braking system installed. (Refer Appendix 1 – Australian Design Rules)

For trailers fitted with brakes, one of the following braking systems is used.

Electric Drum Brakes

Figure 5 – Electric Drum Brakes

Components

Brakes

Electric Drum Brakes

Electric drum brakes are activated by the electric brake controller fitted to the tow vehicle. (you will not have any brakes unless the controller is fitted!) The brake safe unit fitted to the winch post only runs the emergency battery for the brake away system. It is not used to run the brakes in normal mode.

The electric drum brakes are marinised which means the backing plates are galvanised and fitted with riveted brake shoes, stainless steel springs and adjusters to aid in corosion resistance. If the backing plates are replaced ensure the replacement plates are marinised. Marinised plates are available from Easytow Boat Trailers.

Even with marinisation, it is recommended that brake flush outs be fitted for trailers to be used in salt water.

Warning

Although electric drum brakes can be used in salt water, the dexter system is more highly recommended.

Components

Brakes

Electric Drum Brakes

Your electric drum brakes unit comes with a separate operating manual. Refer to that manual for full operation and maintenance.

Figure 6 – Electric Drum Brakes - Marinised Backing Plates

Components

Brakes

Electric Drum Brakes

Maintenance

Every launch / retrieval

Flush out brakes with fresh water immediately (at the ramp) if they have been immersed in salt or even brackish water.

Dry the brakes prior to travelling above walking pace. When the brakes are wet you will find they are not 100% efficient. So dry the brakes by travelling at walking pace with the hand slide on your 'in towing vehicle' brake controller positioned to apply the brakes. The operation will heat the brakes and dry out the brake shoes.

Every year

Service the electric drum breaks. This should be done by a qualified tradesman.

Components

Brakes

Electric Drum Brakes

Warning

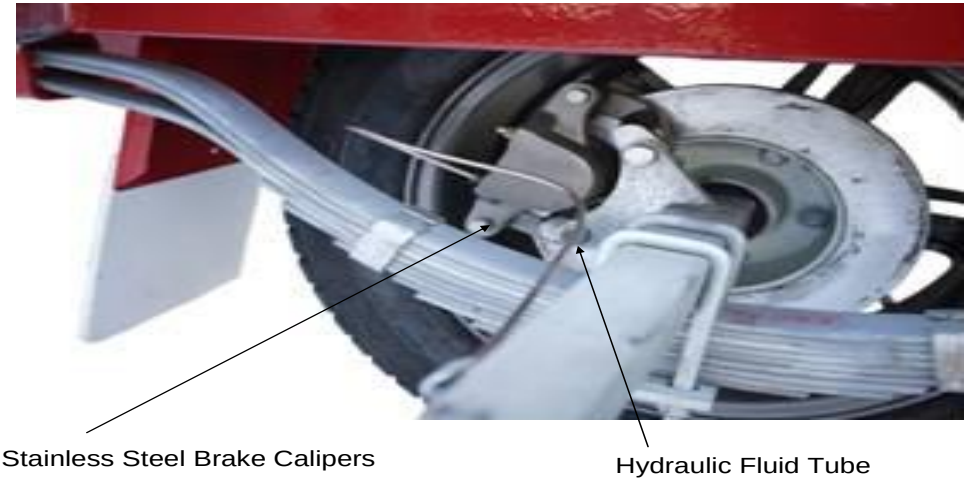
Drum brakes run extremely hot. They should be cooled down before immersion. Some common problems with hot immersion are water being sucked into the hubs and the linings peeling from the brake shoes.

Components

Brakes

Hydraulic Brakes

Figure 7 – Hydraulic Brakes



Components

Brakes

Hydraulic Brakes

Easytow Boat Trailers use Trojan calipers, comprising stainless steel body and bolts with brass fittings, phenolic piston and brake pads with stainless steel backing,

The bundy tube has a 3,000 hour salt spray rating to resist corrosion.This provides a brake system that can tolerate the harsh environment of salt water with minimal maintenance.

The hydraulic brake calipers are self adjusting. However, if used in combination with an override coupling, the brake adjustment can be made by using the contact bolt on the override lever at the coupling.

Maintenance

Before each Journey

Check brake fluid levels. No fluid means no brakes!

Components

Brakes

Hydraulic Brakes

Maintenance

Every year

Change the brake fluid.

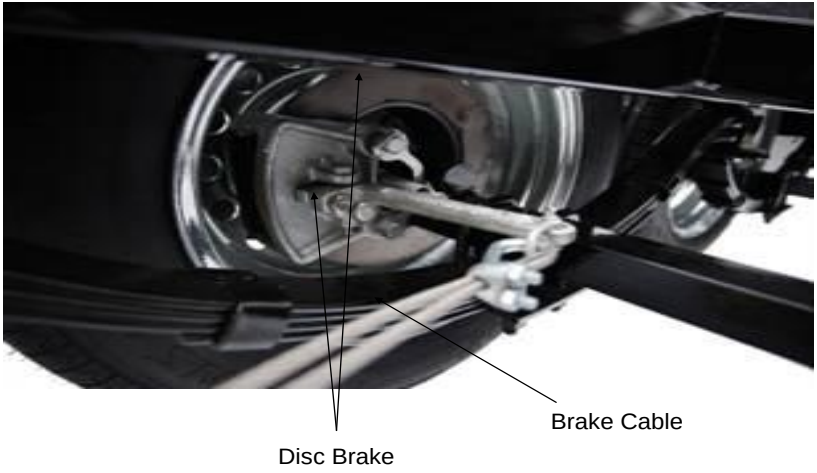
Replace worn or corroded flexible brake lines and bundy tube.

Components

Brakes

Mechanical Brakes

Figure 8a – Mechanical Disc Brakes



Components

Brakes

Mechanical Brakes

Mechanical disc override brakes are fitted to the majority of boat trailers rated under 2000Kg. The brakes have a galvanized body fitted with stainless steel sleeves and springs.

The calipers are operated by the stainless steel cable linked to the override coupling.

Mechanical disc override brakes must have the correct cable adjustment for the brakes to work efficiently. Adjust the brakes with your boat fully loaded on the trailer, the trailer hooked on to your tow vehicle and the combination sitting on level ground.

There should be a 8-10 mm gap between the coupling shaft and actuation lever . This is adjusted by using the cable adjuster attached to the hand brake lever. If you run out of thread shorten the cable at the caliper.

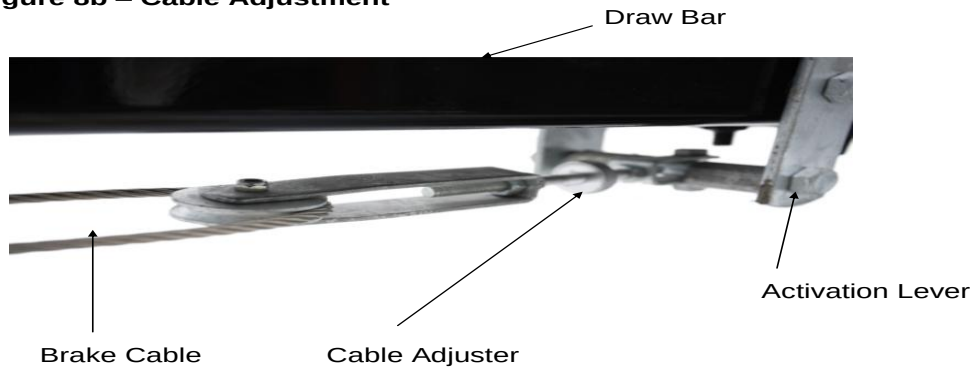
Components

Brakes

Mechanical Brakes

Maintenance

Figure 8b – Cable Adjustment



Components

Brakes

Mechanical Brakes

Maintenance

Before each Journey

Check cable adjustment.

Every launch / retrieval

Flush out brakes with fresh water immediately (at the ramp) if they have been immersed in salt or even brackish water

Components

Brakes

Hydraulic Disc Break Away Brakes

Break away brakes are fitted to trailers with a Gross Trailer Mass (GTM) over 2000Kg. They automatically activate if the tow vehicle and trailer become detached while in transit.

Two types of hydraulic disc break away brakes are fitted to Easytow Boat Trailers.

(i) Sens-a-brake

Sens-a-brake brakes work off an air compressor. The compressor is mounted in the unit on the winch post. The unit operates the hydraulic system.

The tow vehicle must have a Sens-a-brake in-car actuator (in-car kit) fitted to operate the brake system.If the trailer plug is disconnected from the tow vehicle the trailer brakes will be applied using the air stored in the tank located on the winch post.

See sens-a-brake separate operating instructions.

Components

Brakes

Hydraulic Disc Break Away Brakes

(i) Sens-a-brake

Warning

The Sens-a-brake unit is not water proof and is mounted as high as practical at the front of the trailer. It should not be exposed to water during launching and retrieving.

The brake system should never be used as a park brake.

Components

Brakes

Hydraulic Disc Break Away Brakes

(ii) Dexter

Dexter brakes work off a small pump mounted in the unit on the winch post.

The tow vehicle must have an in-car controller fitted to operate the brake system.

The unit has a separate brake away switch mounted on or in the draw bar close to the coupling. The brake away switch has a small steel lanyard that must be connected to the safety chain anchor point on the tow vehicle. If the trailer becomes dislodged from the tow vehicle the pin will get pulled out of the breakaway switch and the brakes are applied. The power to run the unit, in brake away mode comes from the battery mounted beside the unit on the winch post.

See Dexter operating instructions.

Components

Brakes

Hydraulic Disc Break Away Brakes

(ii) Dexter

Figure 9a – Dexter Brake Break Safe Unit

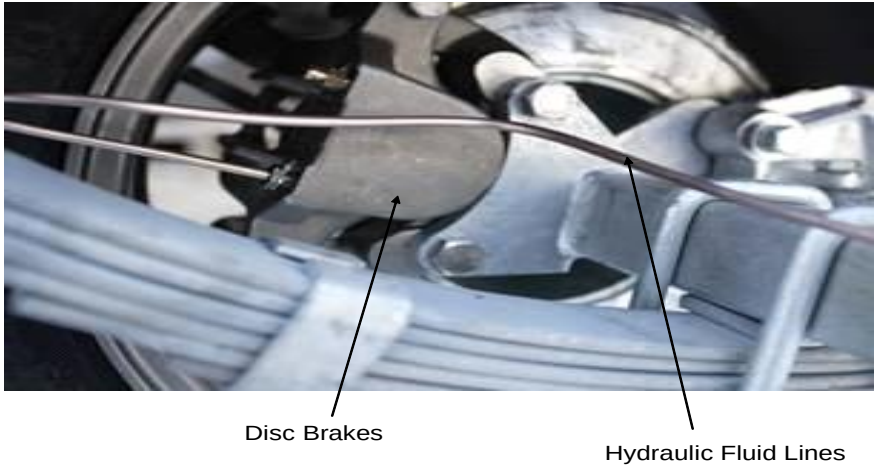
Components

Brakes

Hydraulic Disc Break Away Brakes

(ii) Dexter

Figure 9b – Dexter Brake Unit (fitted with optional park brake)– wheel assembly



Components

Wheels

Easytow Boat Trailers provide a wide range of wheel combinations. These are either custom requests or one of eight different standard combinations.

Check the VIN plate for your trailer's wheel identification.

Easytow Boat Trailers use a general trailer hub. This hub is purpose drilled to suit the different wheel combinations.

Maintenance

Before Taking Delivery; At first 100 km; At each wheel change; After every 1000 km

Tighten wheel nuts

Warning

Check with your wheel supplier to ensure correct fitting before purchasing alloy wheels. Some Commodore and Ford AU wheels do not seat properly against the hub face and in the after market Commodore wheels come with Metric wheel nuts. Trailers fitted with 7/16 unf wheel studs (as stated on VIN plate) may appear to fit with the metric wheel nuts but will not securely retain your wheel to the hub. This may result in the wheel falling off the trailer endangering yourself and others.

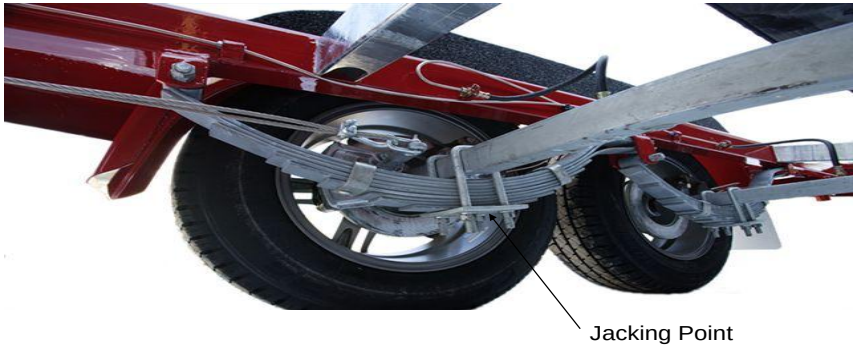
Components

Wheels

Changing Wheels

When changing wheels on your trailer the contact point for locating the jack is under the U-bolts connecting the springs to the axle.

Figure 10 – Lift Point for Jack



Components

Bearings and Seals

Bearings and Seals

Bearings connect the axle stub to the wheel hub and allow the wheel hub to rotate freely. Depending on the weight rating of your trailer, Easytow Boat Trailers use one of four wheel bearing combinations.

Figure 11 – Bearings

Components

Bearings and Seals

The wheel bearing combination used for your trailer is shown on the bearing sticker at the front of the trailer. Water in the wheel hub is the most common cause of wheel bearing failure so every endeavor must be taken to keep water out.

It is a good practice to carry a spare set of bearings, these are available in a vacuum pack from Easytow Boat Trailers.

Bearing Protectors

Durahub Extreme bearing protectors are a sealed hub style bearing protector. The protector has a clear sight glass and flexible membrane fitted to the outer face of the protector.

The flexible membrane expands and contracts with various operating temperatures. The clear lens enables you to monitor the condition of the grease in the hub. If moisture appears on the inside replace the rear hub seal.

Warning

Easytow Boat trailers recommend and use Valvoline Optimum Choice grease in the Durahub Extreme bearing protectors. The use of any other lubricant in the Durahub voids the bearing warranty.

Components

Bearings and Seals

Figure 12 – Dura Hub Bearing Protector

Components

Bearings and Seals

Maintenance

Every six (6) months

Inspect wheel bearings. Jack up the wheel and give it a wobble from side to side. If there is slack in the bearing tighten the axle hexagonal nut. Spin the wheel and if noisy replace the bearings.

Every year

Re-pack and where required replace bearings.This should be done by a qualified tradesman.

When wheel bearings are replaced ensure that quality wheel bearings, seals and grease are used. Easytow recommends Valvoline optimum choice grease, Guest seals and NSK wheel bearings. When assembling the wheel hub ensure new dust caps are fitted and the dust cap is sealed to the hub with silicon

Components

Tyres

Easytow Boat Trailers use and recommend Dunlop or Goodyear tyres.

Advice can be obtained from any Beaurepaires store in Australia.

Inflate tyres to recommended pressure on your VIN plate or consult your dealer. Under infaltion and over loading the front axle can cause uneven tyre wear.

Maintenance

Every year

Rotate tyres.

Warning

Excessive tyre wear on the inside of the tyres occurs if the trailer is overloaded.

Excessive tyre wear on both the inside and outside of the tyre will occur if the tyre is under inflated.

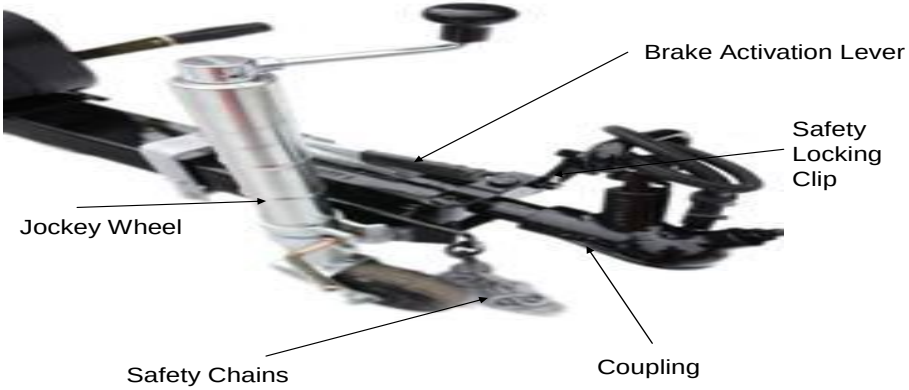
For tandem trailers excessive tyre wear on the front tyres only will occur if the trailer is not being towed level with the towing vehicle.

Components

Coupling

All Easytow couplings are made to Australian Standards AS 4177.3. Couplings can come with brake fittings (either mechanical or hydraulic) or without brake fittings.

Figure 13a – Mechanical Disc Brake Coupling

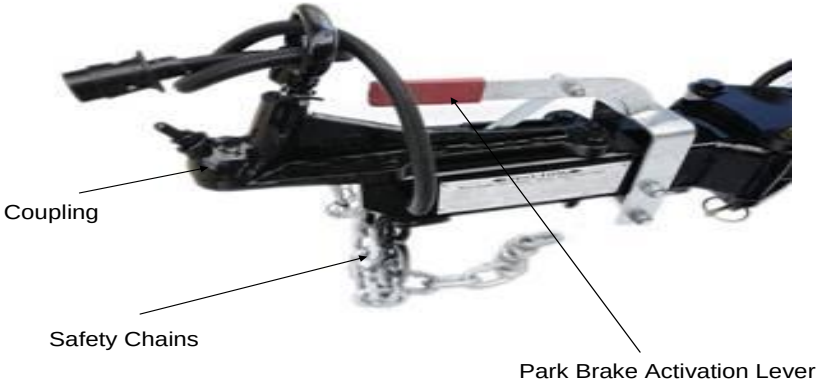


Components

Coupling

It is important that the coupling size match that of the tow ball.for safe towing (there should not be any more than 5mm play when the coupling is fitted over the ball).

Figure 13b – Breakaway Trailer Coupling (fitted with park brake)



Components

Coupling

To connect the coupling to the tow ball place the coupling directly over the tow ball, pull up the coupling handle and then let the coupling slide down over the ball.

The coupling handle has provision for a safety locking clip or can be fitted with a padlock for security.

Maintenance

Every six (6) months

For mechanical and hydraulic brake couplings;
Grease the coupling using the two grease nipples with one or two pumps of grease.

Warning

Ensure that the safety locking clip does not get caught in the handle and hold the handle plunger extended. The coupling and ball will detach in transit causing damage to towing vehicle and trailer and possible injury.

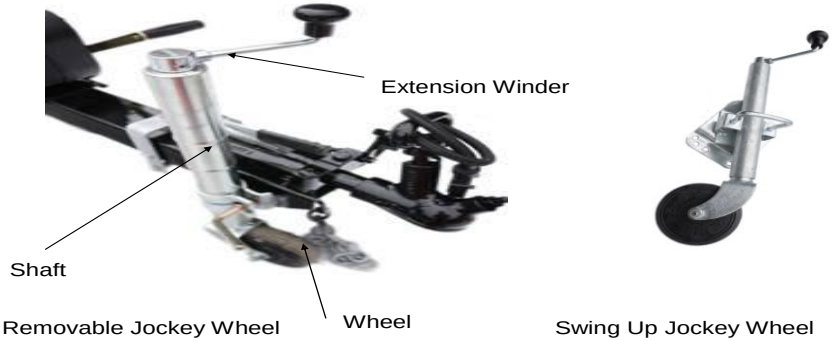
Components

Jockey Wheel

Jockey wheels are provided to assist in lifting the trailer on and off the tow ball and for a small amount of maneuvring sometimes required to position the coupling and tow ball.

If maneuvring the trailer lower the jockey wheel almost as far as possible to reduce stress on the shaft.

Figure 14 – Jockey Wheels



Components

Jockey Wheel

Jockey wheels can be either galvanised swing up or zinc plated and removable wheels. The galvanised wheels can be washed with fresh water if they have been immersed in salt water. Zinc plated removable wheels should not be immersed or wet in salt water. Remove the wheel when Launching and retrieving.

Maintenance

Every six (6) months

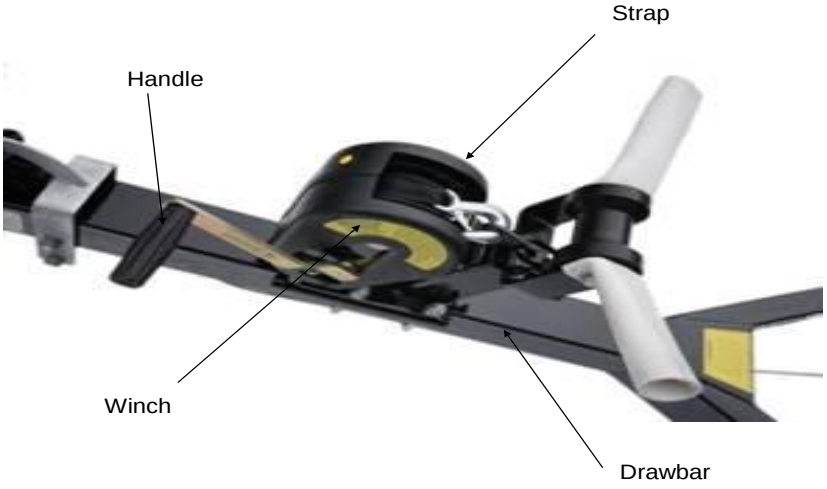
Lubricate jockey wheel by removing the handle and sliding out the inner tube to expose a thrust bearing and washer. Grease with a water repellant grease.

Components

Winch

The winch on your trailer has been calculated to match your boat size. The winch has a webbing strap which is used to load the boat on the trailer.

Figure 15 – Bolt on Winch



Components

Winch

Maintenance

Every year

Grease winch shaft

Warning

Winches are not legally allowed to hold your boat on whilst travelling. A chain and shackle must be used.

Components

Lights

LED lights are fitted standard to all trailers. For trailers over 2.1 meters wide, LED clearance lights are fitted.

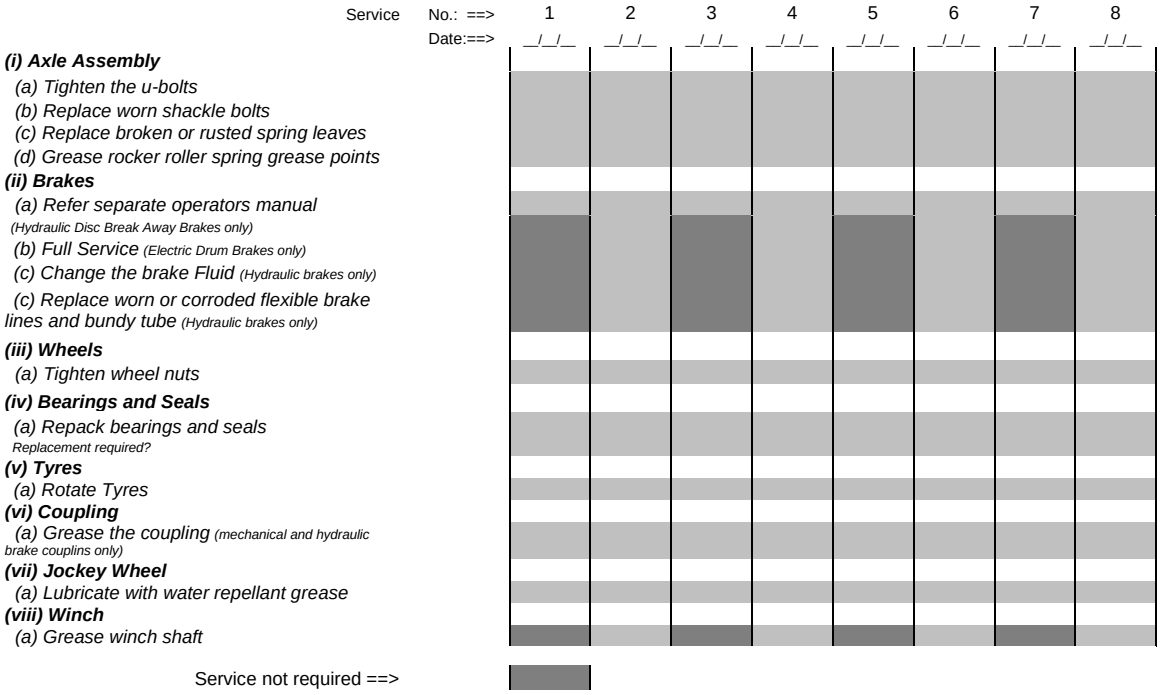
Figure 16 – Lights

Weight Distribution

Easytow recommend between 5% - 10% of boat weight should be on your tow bar, i.e., if your boat weighs 1,000 kg there should be between 50 and 100 kg weight on your tow ball, always check manufacturers max load recommendations stamped on your vehicle tow bar before towing.

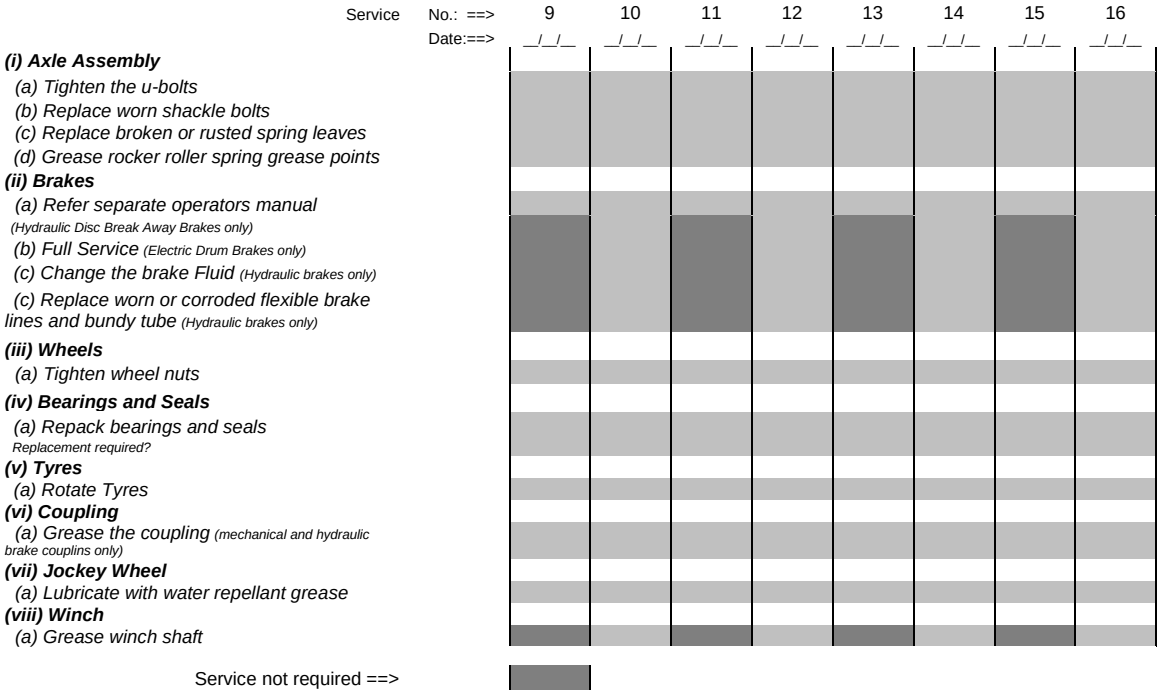
Service Logs

(Service should be performed every six months)



Service Logs

(Service should be performed every six months)



Appendix 1

Australian Design Rules

Braking

Trailer up to 750 kg Gross Trailer Mass – no brakes required (i.e. boat on your trailer fully loaded).

Trailers 750 kg up to 2,000 kg GTM – brakes on at least one axle. "Efficient" over-run brakes acceptable.

Trailers 2,000 kg up to 4,500 kg GTM – brakes on all wheels, independent brakes (electric/power assisted brakes with control from the driver whilst in drivers seat) with breakaway system to automatically apply trailer brakes fully for at least 15 minutes.

Lighting

All lights must comply with ADR requirements and provide an ECE approval mark on each lamp. (All lights used by Easytow Boat Trailers have this).

Safety Chain

The safety chain must comply with Australian Standard 1872 – 1976.

Appendix 1

Coupling

The coupling must comply with Australian Standard D18 – 1968.

More information can be found from the Commonwealth Department of Transport and Regional Services.

Appendix 2

Galvanising

Galvanising is an industrial process that bonds zinc to the trailer and its parts. It is achieved by hanging the trailer frame and parts from wires, chemically treating them and then lowering them into a bath of molten zinc.

The process is designed to cover 100% of the trailer with a 55-70 micron coating of zinc inside and out. The thickness of the coating relates to the gauge of the material.

Galvanizing is a industrial finish and although Easytow Boat Trailers strive for the best finish possible it is not as clean and smooth as a painted trailer. Currently all Easytow Boat Trailer trailers are single dipped in the deepest and most modern galvanizing plant in Victoria.

Once the trailer is dipped it starts to age, evidence of this is a white powder forming on the trailer. This powder is called calcium carbonate and it protects the zinc from the elements. It can be removed by a wire brush or washing with a dishwashing detergent but it is best left on.

Trailers are galvanized to Australian Standards and these standards state the sum total of any uncoated area shall not exceed .5% of the total surface area or 250 sq cm, which ever is the lesser and no individual uncoated area shall not exceed 40 sq cm. It is quite common for blind spots to be left uncoated. This is normal and still meets Australian Standards. Usually these spots are not seen as they are mostly underneath the trailer and painted with a zinc rich paint so unnoticeable. Zinc is self sacrificial which means if a hole is drilled through the trailer the surrounding zinc will cathodically protect the uncoated area.

Appendix 2

Galvanising

It is recommended that you wash your boat and trailer at the ramp after salt water immersion to prolong the life of the trailer. Even salt residues dripping from your boat onto trailer causes a reaction with the zinc surface whilst drying. One of the biggest causes of zinc deteriorations is washing your trailer and garaging it whilst still wet, your trailer needs to be fully dry before storing your boat in a enclosed space..

More information can be found at the Galvanising Association of Australia's website: www.gaa.com.au.

Warranty

Subject to clause 3, Easytow warrants new Easytow boat trailers and their components to be free from material defects for 12 months from the earlier of: the date of purchase by end user from the distributor, or 12 months of the invoice date from Easytow to the distributor. For the avoidance of doubt, the commencement of all warranty related periods in this statement will be calculated in accordance with this clause.

(a) Easytow will repair or replace trailers if they fail to function properly during the warranty period. Warranty service will include all labour as well as any necessary adjustments and/or replacement of faulty parts.

(b) Easytow must be notified of any defect before repair work is undertaken. All trailers requiring servicing must be returned to Easytow or to an authorised dealer at the cost of the purchaser. Proof of the date of purchase will be required with any request for warranty repair.

1. Coverage

This warranty is extended to the original purchaser only and does not extend to any other persons to whom the trailer may be transferred.

2. Exclusions

(a) To the extent permitted by law, Easytow makes no express or implied warranties as to merchantability and fitness for a particular purpose, or that the trailer will meet the purchaser's requirements. The trailer is provided to the purchaser by description and in accordance with specifications agreed between Easytow and the relevant dealer.

(b) Easytow's warranty under 1(a), including any warranty made by Easytow for a period of more or less than 12 months with regard to specific trailer components, does not apply and Easytow will have no liability to the extent that the malfunction or defect is caused by:

- (i) use or operation of the trailer other than in accordance with the User's Guide ;
- (ii) use of the trailer in a manner or for a purpose not contemplated by Easytow;
- (iii) modification, alteration, repair or overloading of the trailer in a manner not contemplated by Easytow;
- (iv) damages, failures or corrosion from environmental conditions,
- (v) fair wear and tear; or
- (vi) or for any indirect or consequential loss arising due to such malfunction or defect.

(c) Easytow warrants the trailer frame and its fabricated steel components to be free of structural or welding defects for a period of 3 years.

(d) Easytow warrants the trailer coupling to be free from defects for a period of 2 years.

(e) Easytow warrants the following components to be free from defect for a period of 12 months:
- (i) brakes;
- (ii) carpet, excluding its general wear and tear;
- (iii) galvanizing for protection against red rust, and excluding the cosmetic appearance of the galvanized surface;
- (iv) paint work, unless painted trailers are taken in or near salt water without being painted over galvanizing in which case no warranty applies;
- (v) rollers;
- (vi) springs, with the labour costs of replacement excluded from warranty;
- (vii) timber bearers;
- (viii) wheels; and
- (ix) winch, excluding the reverse catch.

(f) The following components are provided on 12 month warranty but only on the terms of their relevant manufacturer's warranty which is available on request from Easytow:
- (i) axles;
- (ii) hubs;
- (iii) jockey wheels;
- (iv) sens-a-brake, with the warranty not extending to defects if immersed in water;
- (v) tyres, for faulty tyres only;

(g) Easytow warrants the following components to be free from defect for a period of 6 months:
- (i) bearings; and
- (ii) lights.

Where lights are defective they will be replaced only, and labour costs for fitting will not be paid.

(h) Easytow warrants the following to be delivered free from manufacturing defects:
- (i) winch reverse catch.

If the components named in this part (h) are defective on delivery, they will be re-supplied and fitted free of charge provided Easytow is notified of the defect within 7 days of delivery of the trailer by the purchaser to the authorised dealer.

(i) Any representation, warranty, condition or undertaking that would be implied in this warranty statement by legislation, common law, equity, trade, custom or usage is excluded to the maximum extent permitted by law.

(j) Nothing in this warranty statement excludes, restricts or modifies any condition, warranty, right or remedy conferred on the purchaser by the *Trade Practices Act 1974 (Cth)* or any other applicable law that cannot be excluded, restricted or modified by agreement.